

of the Federal Aviation Regulations (14 CFR part 71) as follows:

PART 71—[Amended]

1. The authority citation for part 71 continues to read as follows:

AUTHORITY: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p.389.

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Subpart E—Class E Airspace

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Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth

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ANE ME E5 Rockland, ME [Revised]

Rockland, Knox County Regional Airport, ME
(Lat. 44°03'37" N, long. 69°05'59" W)
Sprucehead NDB

(Lat. 44°03'01" N, long. 69°06'18" W)

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Knox County Regional Airport.

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Issued in Burlington, MA, on December 11, 1998.

Bill G. Peacock,

Manager, Air Traffic Division, New England Region.

[FR Doc. 98–34166 Filed 12–23–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 95–AWP–6]

RIN 2120–AA66

Modification of VOR Federal Airway V–485; San Jose, CA; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: On September 15, 1998, the FAA published a final rule in the **Federal Register** that amended Federal airway V–485. On December 11, 1998, the FAA published a correction to the legal description of V–485. In that correction, the airway legal description contained an inadvertent error. This action corrects that error.

EFFECTIVE DATE: December 24, 1998.

FOR FURTHER INFORMATION CONTACT: William C. Nelson, Airspace and Rules

Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION: On December 11, 1998, the FAA published in the **Federal Register** a correction to the bearings of the Priest Intersection (INT) along V–485 (63 FR 68391). This correction was based on calculations from inaccurate magnetic bearings which, in turn, made the true bearings in error by one degree for the Priest radial, and six degrees for the San Jose radial. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the final rule amending V–485, published in the **Federal Register** (Document No. 98–24710) on September 15, 1998 (63 FR 49284); and corrected (Document No. 98–32729) on December 11, 1998 (63 FR 63891); and incorporated by reference in 14 CFR 71.1, is corrected as follows:

§ 71.1 [Corrected]

On page 49284, in the third column, the description of V–485 is corrected to read as follows:

* * * * *

V–485 [Corrected]

From Ventura, CA; Fellows, CA; Priest, CA; INT Priest 322° and San Jose, CA, 137° radials; San Jose. The airspace within W–289 and R–2519 more than 3 statute miles west of the airway centerline and the airspace within R–2519 below 5,000 feet MSL is excluded.

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Issued in Washington, DC, on December 17, 1998.

Reginald C. Matthews,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 98–34058 Filed 12–23–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD 05–98–106]

RIN 2115–AE46

Special Local Regulations for Marine Events; Cape Fear River, Wilmington, North Carolina

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: Temporary special local regulations are being adopted for the

marine event “Countdown on the Cape Fear,” a fireworks display to be held on the waters of the Cape Fear River, Wilmington, North Carolina. These special local regulations are necessary to control vessel traffic in the immediate vicinity of this event. The effect will be to restrict general navigation in the regulated area for the safety of spectators, and transiting vessels.

EFFECTIVE DATE: This regulation is effective from 11:30 p.m. on December 31, 1998 to 12:30 a.m. on January 1, 1999.

FOR FURTHER INFORMATION CONTACT:

Petty Officer Matheny, Marine Events Coordinator, Commander, Coast Guard Group Fort Macon, Atlantic Beach, North Carolina 28512–0237, telephone number (252) 247–2570.

SUPPLEMENTARY INFORMATION:

Regulatory History

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and good cause exists for making it effective in less than 30 days from the date of publication. Following normal rulemaking procedures would have been impractical. The request to hold this event was not received until November 20, 1998. Publishing a notice of proposed rulemaking and delaying its effective date would be contrary to safety interests, since immediate action is needed to minimize potential danger to spectator craft and other vessel traffic transiting the event area.

Background and Purpose

On December 31, 1998, the City of Wilmington will sponsor the “Countdown on the Cape Fear.” The event will consist of a fireworks display fired from the USS North Carolina on the waters of the Cape Fear River, Wilmington, North Carolina. These temporary special local regulations are necessary to provide for the safety of life and property on navigable waters during the event.

Discussion of Regulations

The Coast Guard will establish temporary special local regulations on specified waters of the Cape Fear River. The regulated area will be approximately 800 yards long centered along the position of the USS North Carolina Memorial. The temporary special local regulations will be effective from 11:30 p.m. on December 31, 1998 to 12:30 a.m. on January 1, 1999, and will restrict general navigation in the regulated area during the event. Except for persons or vessels authorized by the Coast Guard Patrol

Commander, no person or vessel may enter or remain in the regulated area.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. Since the regulations will only be in effect for one hour, the impacts on routine navigation are expected to be minimal.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601–612), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. “Small entities” include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as “small business concerns” under section 3 of the Small Business Act (15 U.S.C. 632). Because it expects the impact of this rule to be minimal, the Coast Guard certifies under 5 U.S.C. 605(b) that this temporary final rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

These regulations contain no collection of information requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under figure 2–1, paragraph (34)(h) of COMDTINST M16475.1C, this rule is categorically excluded from further environmental documentation. Special local regulations issued in conjunction with a

regatta or marine parade are excluded under that authority.

List of Subjects in 33 CFR Part 100

Marine Safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

Temporary Regulations

In consideration of the foregoing, Part 100 of Title 33, Code of Federal Regulations is amended as follows:

PART 100—[AMENDED]

1. The authority citation for Part 100 continues to read as follows:

Authority: 33 U.S.C. 1233; 49 CFR 1.46 and 33 CFR 100.35.

2. A temporary section 100.35–T05–106 is added to read as follows:

§ 100.35–T05–106 Cape Fear River, Wilmington, North Carolina.

(a) Definitions:

(1) *Regulated Area.* The waters of the Cape Fear River from shoreline to shoreline, bounded on the north by a line drawn along latitude 34°14.4' North and bounded on the south by a line drawn along latitude 34°14.0' North. All coordinates reference Datum NAD 1983.

(2) *Coast Guard Patrol Commander.* The Coast Guard Patrol Commander is a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Group Fort Macon.

(b) Special Local Regulations:

(1) Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in this area shall:

(i) Stop the vessel immediately when directed to do so by any official patrol, including any commissioned, warrant, or petty officer on board a vessel displaying a Coast Guard ensign.

(ii) Proceed as directed by any official patrol, including any commissioned, warrant, or petty officer on board a vessel displaying a Coast Guard ensign.

(c) *Effective Dates.* This temporary final rule is effective from 11:30 p.m. on December 31, 1998 to 12:30 a.m. on January 1, 1999.

Dated: December 8, 1998.

Roger T. Rufe, Jr.,

Vice Admiral, U.S. Coast Guard Commander, Fifth Coast Guard District.

[FR Doc. 98–34133 Filed 12–23–98; 8:45 am]

BILLING CODE 4910–15–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 51 and 96

[FRL–6198–1]

Correction and Clarification to the Finding of Significant Contribution and Rulemaking for Purposes of Reducing Regional Transport of Ozone

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule; correction and clarification.

SUMMARY: The EPA is correcting and clarifying certain aspects to the requirements for 22 States and the District of Columbia to submit State implementation plan (SIP) revisions to prohibit specified amounts of emissions of oxides of nitrogen (NO_x) (also referred to as the NO_x SIP call). Most importantly, EPA is reopening the period for emissions inventory revisions to 2007 baseline sub-inventory information used to establish each State's budget in the NO_x SIP Call to February 22, 1999. This includes source-specific emission inventory data and vehicle miles traveled (VMT) and nonroad mobile growth rates, VMT distribution by vehicle class, average speed by roadway type, inspection and maintenance program parameters, and other input parameters used in the calculation of highway vehicle emissions. The comment period for 2007 baseline sub-inventory revisions will be reopened for two related notices of proposed rulemaking concerning Clean Air Act section 126 petitions (the section 126 proposal) and Federal implementation plans for the NO_x SIP call (the FIP proposal) in a future action.

DATES: This rule is effective December 28, 1998.

ADDRESSES: Dockets containing information relating to this rulemaking (docket Nos. A–96–56, A–97–43, and A–98–12) are available for public inspection at the Air and Radiation Docket and Information Center (6102), U.S. Environmental Protection Agency, 401 M Street SW, room M–1500, Washington, DC 20460, telephone (202) 260–7548, between 8:00 a.m. and 4:00 p.m., Monday through Friday, excluding legal holidays. A reasonable fee may be charged for copying. E-mail is A–AND–R–DOCKET–GROUP@EPA.GOV.

FOR FURTHER INFORMATION CONTACT:

General questions concerning today's action should be addressed to Kimber S. Scavo, Office of Air Quality Planning and Standards, Air Quality Strategies and Standards Division, MD–15,